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log side which, besides making him miss a ball on the off-side, which he never used to think of doing, and his runs in Australia were got in such quick time that no one who did not see it would believe it. He had the chance of making two hundreds in a Test Match (a chance which may perhaps never occur again), but he threw his innings away in the most unaccountable manner. I should not be a bit surprised to see him settle down and play his old game again, as I believe on several occasions his instructions were to knock Brand off his length. If he does do this I cannot see who is possibly going to get him out, as his defence is so perfect that he makes the best bowlers look really easy.

THE AUSTRALIAN GIANTS.
Having now discussed the new members of the team, it will perhaps be as well to say a few words about each of the older members. J. Darling, who, I suppose, will again lead the team, has not played much cricket the last two years, but remembering the form that he showed in the Test Match at Adelaide, I shall not be a bit surprised to find him at the top of the averages. It is a difficult matter for a man to come into first-class cricket after being out of it, even for one season, and it was a great compliment to his cricketing abilities to be chosen captain in a Test Match, when no one knew what sort of form he was in. He started none too well, and the crowd did not give him too much encouragement, but after his great innings at Adelaide (which certainly went a long way towards winning the match), the little crowd turned again, and he was once more a hero amongst the Australian cricketing public.

Everyone knows so much about Darling's abilities, that I need only mention that he is bowling as well as ever, and is still the one batsman to send in when things are going wrong. I am exceedingly sorry to see he has been injured, but why will bowlers try to stop hot returns in practice? they have quite enough in matches. However, I hope it is not as serious as reported. The Australian attack is not so strong that it can afford to lose its best bowler.

S. B. Gregory is perhaps the next best known to the English cricket. He played in all the Test Matches, but although he made runs in nearly every one, he did not get them in the style that one is accustomed to see from such a fine all-round player. Undoubtedly his two best innings were for New South Wales against MacLaren's team in the second match, when he came very near making two centuries. His timing of the ball was perfect and some of his drives past point were really magnificent. These two innings prove that when he is going he can still hold his own with the best Australian batsmen, and should we have a dry summer he is certain to get a lot of runs. His fielding at cover-point is still as wonderful as ever, and should he fall in his batting he is alone worth 'playing' for the number of runs he saves.

At present the name of Clem Hill is a 'household word' in Australia. His many fine innings have stamped him as undoubtedly the finest left-handed batsman in the world; but in spite of his tremendous record I am inclined to think he is not such a sound player as he was in 1899. He has taken to hitting, and although he makes some magnificent strokes he takes a great deal more risk than he

should. He has put on a long season in front of him, and plenty of bowling he should not get down to his normal weight and bowl as fast as he ever. If he can do that he is certain to get people out. Last but not least comes Kelly. In my humble opinion he had as much share in winning the Test Matches as any other man on the side. His wicket-keeping was magnificent. Some critics say he kept above his form, but whether he did or not, he never looked like missing a catch or a chance of stumping. Should he be in the same form, I should strongly advise the team to reserve him as much as possible, and only play him in county matches when absolutely necessary. He is not a great batsman, but one who at a pinch can play either the 'goose game' or the 'forcing game'.

A COMPARISON.
Having discussed the team individually, it will be as well to compare them as a whole with the team of 1899. As I said before, I agree with a good many sound judges that it is nothing like as good as the former team. I think the batting is quite as good, but I don't think either the bowling or the fielding is up to normal Australian form. The reason of this is certain to fall on Trimble and Noble, and it is too much to expect either of them to go through a long season without getting a bit stale. I am certain they will miss the bowling of C. McLeod who got them out of many a difficulty; Laver also was a useful cricketer, fair batsman and first-class fielder; Worral was one of the best players ever seen on a bad wicket, and Lydale, when his nerves were all right, was a really fine player. I sincerely hope, for the success of the team, that I may be wrong, but I cannot see that these men have been replaced so as to strengthen the side.

THE COUSIN TEST MATCHES.
It is always a difficult matter to try and pick a Test team early in the season, as there are always some new players that keep cropping up. However, I am going to essay the task, and from what I know of their play, should be inclined, with equal luck, to back them to win four out of five matches. The selection will, I think, be from the following:

A. C. MacLaren, Liller, P. S. Jackson, Hirst, C. B. Fry, Rhodes, J. R. Mason, Tyldesley, R. E. Foster, Brand, Hayward, Barnes.

It will as once be noticed that I have not included K. S. Ranjitsingh in the team. No one supposes that he would be left out under ordinary circumstances, but I maintain that if these matches are to be called England v. Australia, no one except English and Australian-born should take part in them. We might just as well play Trott; he certainly is worth a place in the team. However, I have no doubt that the Selection Committee will choose the right side, though I must say, candidly, I cannot understand a man with the experience of Test Matches that A. C. MacLaren has had, being left out of such a Committee, and granted fine weather and good umpiring—may the best side win.

Childhood is the formative period of mind and character. As the child is so the adult. Hence, health is most necessary during this important stage of physical development. Ill-health renders children stupid and dull, disinclined to play, prevents proper development of mind and muscle. A slightly weakly child cannot be expected to enter mature life, healthy and robust, and to achieve the possibilities of such a life.

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Name.	Class.	Tons.	Guns.	H.P.	Captain.	Last reported at.
Albatross	despatch-vessel	1700	—	2600	Comdr. Seymour E. Erskine	Japan
* Albion	battleship, 1st class	12,500	16	13,500	Commander Walter Carey	Singapore
Albatross	sloop	1380	6	1400	Captain J. Stoddart	Shanghai
Albatross	cruiser, 2nd class	4300	10	5000	Captain H. Cherry	Japan
Albatross	cruiser, 1st class	11,000	16	13,000	Captain F. H. Henderson	Japan
Albatross	cruiser, 1st class	9000	12	13,000	Lieut.-Com. F. M. Leske	Taku
Albatross	gunboat, 1st class	710	6	1300	—	Freeport
Albatross	gunboat, 1st class	710	6	1300	—	Amoy
Albatross	gunboat, 1st class	12,000	14	21,000	Captain H. M. Tudor	Hongkong
Albatross	cruiser, 1st class	380	—	300	Master T. Passmore	Hongkong
Albatross	water tank and tug	5000	11	9600	Captain R. H. S. Stokes	Hongkong
Albatross	cruiser, 2nd class	7350	12	10,000	Captain W. A. Paget	Hongkong
Albatross	cruiser, 1st class	363	3	500	Lieut.-Com. Godfrey	Hongkong
Albatross	gunboat, 2nd class	1070	10	1400	Comdr. Barton	Hongkong
Albatross	gunboat, 2nd class	360	—	300	Fleet Reserve	Whitewell
Albatross	gunboat, 2nd class	1380	12	3200	Comdr. J. Graham	Singapore
Albatross	gunboat, 2nd class	455	4	360	Lt.-Com. C. B. Beatty-Pownall	Hongkong
Albatross	battleship, 1st class	12,350	16	13,500	Captain W. A. Carter	Japan
Albatross	battleship, 1st class	12,350	16	13,500	Captain Lewis Wintz	Japan
Albatross	torpedo boat destroyer	275	6	4000	Lieut.-Com. C. G. Hardy	Whitewell
Albatross	torpedo boat destroyer	275	6	4000	Fleet Reserve	Whitewell
Albatross	sloop	1640	—	800	Comdr. H. J. Davison	Hongkong
Albatross	cruiser, 2nd class	3900	16	9000	Fleet Reserve	Hongkong
Albatross	torpedo boat destroyer	260	0	3900	—	Yankee-Kiang
Albatross	gunboat	180	2	800	Lt.-Comdr. G. B. Powell	Hongkong
Albatross	gunboat	980	10	1400	Comdr. C. W. M. Plenderleath	Singapore
Albatross	battleship, 1st class	12,350	16	13,500	Captain W. G. White	Japan
Albatross	torpedo boat destroyer	230	6	6300	Lt.-Com. C. P. Mansel	Shanghai
Albatross	sloop	1015	6	1400	Commander W. H. Nicholson	Nagasaki
Albatross	cruiser, 2nd class	3800	8	7000	Capt. Harry C. Reynolds	Shanghai
Albatross	Surveying-vessel	835	6	650	Capt. Morris H. Smyth	Hongkong
Albatross	sloop	980	10	1400	Comdr. D. St. A. Wake	Hongkong
Albatross	river gunboat	85	2	240	Lieut.-Com. G. G. Webster	Hongkong
Albatross	sloop	980	6	1400	Comdr. C. A. W. Hamilton	Amoy
Albatross	river gunboat	85	2	240	Lieut.-Com. Murray Lockhart	Hongkong
Albatross	gun-vessel, 2nd class	750	2	240	Lt.-Comdr. Wansley	Shanghai
Albatross	torpedo boat destroyer	85	2	240	Fleet Reserve	Hongkong
Albatross	cruiser, 2nd class	4500	11	9600	Fleet Reserve	Nagasaki
Albatross	floating ship	5000	6	—	Captain F. G. Stopford	Hongkong
Albatross	river gunboat	180	2	800	Commander Robinson	Shanghai
Albatross	cruiser, 1st class	14,200	14	25,000	Lt.-Comdr. R. W. Dalry	Hongkong
Albatross	cruiser, 2nd class	363	3	500	Captain Percy Scott, O.B.E.	Whitewell
Albatross	floating ship	5000	10	1400	Temporarily employed surveying	Hongkong
Albatross	river gunboat	85	2	240	Comdr. Frank B. Leyton	Hongkong
Albatross	cruiser, 1st class	620	—	450	Lieut.-Com. W. O. Lyne	Newchwang
Albatross	torpedo boat destroyer	360	6	5800	Lt.-Com. C. Mackenzie, D.S.O.	Whitewell
Albatross	cruiser, 2nd class	2750	4	1000	Fleet Reserve	Hongkong
Albatross	cruiser, 2nd class	150	2	250	Lieut.-Com. Hugh Somerville	Hankow
Albatross	river gunboat	150	2	250	Lieut.-Com. Chilcott	Shanghai

TELEGRAMS.

[REUTERS SERVICE.]

THE SURRENDERS IN SOUTH AFRICA.

London, 10th June, 1902.
 Reuter's Pretoria correspondent says that a total of 4,552 Boers have surrendered to the British since the signing of peace.

AN ITALIAN DUEL.

In a duel with sabres at Rome, Signor Primitivo, Italian Minister of Foreign Affairs, slightly wounded Deputy Franchetti. The duel, was caused by a dispute over parliamentary affairs.

THE SURRENDERS IN SOUTH AFRICA.

LATER.
 Lord Kitchener reports the surrender yesterday and on Saturday afternoon of 2,500 rifles, of which 448 were from Cape rebels. The remainder were principally from De Wet's men, whose chiefs given for King Edward at the close were very hearty.

[LONDON-MERCURY SERVICE.]

THE DERBY.

London, June 4.
 The Derby was won by Mr. J. Gubbins' *And Patrick*, J. Martin up, by three lengths from *Rising Cloud*, G. McCall up, second, *Frier Tuck*, M. Cannon up, third, and *Scipio* (favoured), J. J. Cannon up, fourth. The other starters were *Cam*, Peking, Royal Ivy, Scudis, Intruder, Cheviot, Flying Piece, Florio, Royal Lancer, Kent, Duke of Westminster, Waterwheel, Caneurwood, and Robert le Diable.

There was rain at the morning. Their Majesties the King and Queen, T. R. H. the Prince and Princess of Wales and T. H. the Rajahs of Sardinia and Kolhapur, were present.

[REUTERS SERVICE.]

REGATTA POSTPONED.

Yokohama, May 30.
 The weather here today is rainy and stormy. The Regatta has been postponed until tomorrow and Sunday. The Koko four boat was damaged on board the steamer coming up, and the Koko four will row in a Yokohama boat.

SIR J. MACKAY AND TARIFF REVISION.

Shanghai, May 29.
 Sir J. Mackay will shortly remove to Ningpo from Shanghai on account of the prevalence of epidemics in the latter place. Mr. J. Mackay, British Commissioner, expects to spend the summer in Japan resuming the negotiations on treaty revision to the Autumn.

CORRESPONDENCE.

CHINESE REPRESENTATION IN THE LEGISLATIVE COUNCIL.

The Editor of the "China Mail".
 Hongkong, June 11.

Sir,—I read with much interest the letter written by Mr. Wong Chuk-yun, but I was much surprised by the want of common sense and want of courtesy displayed in the last paragraph of his letter in which he says that Mr. Lee Tsan Tai is a "man of straw".

It is easy to see that Mr. Wong Chuk-yun is one of those pitiable specimens of humanity who are incapable of forming an independent judgment on the merits of a subject, but who, in forming his opinion, would be influenced to such an extent by the pondering consideration for what he would call the position and standing of the candidate of the opposition or otherwise of the argument would receive but scant attention.

Every right-thinking person will agree that what Mr. Lee Tsan Tai advocates would be a good thing, and Mr. Wong Chuk-yun's attempt to disparage this by calling into question the station and bona fides of Mr. Lee Tsan Tai, in order to work and obscure the real question, is mis-spirited in the extreme.—Yours.

PRINCIPLE.

To the Editor of the "China Mail".
 Hongkong, 11th June, 1902.

Sir,—In reference to your footnote to "A British Subject and a European's" letter, kindly allow me to point out, for the information of your readers, that Mr. Lee Tsan Tai is a private secretary to Mr. Wong Chuk-yun, and that he is not a member of the Government service. It is said that he is a companion to Messrs. Boyd, Kaye & Co., and a partner of Messrs. Quon Wah & Co. (dealers in granite monuments No. 1 Queen's Road East). A correspondent to a contemporary claims that Mr. Lee Tsan Tai is also a director of a new company in course of constitution. I grant he is, but further comment is superfluous.

Thanking you for granting me space in your valuable columns.—Yours faithfully,
 WOO TO TSUNG.

Extradition.

Application was made today for the extradition of a Chinaman who is charged with robbery with violence, committed early last year near Sandun in Chinese territory. A band of robbers attacked a house and shot and slighted the owner, leaving him dead and despoiling with his valuables. Prisoner was identified as one of them.

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COLONIAL GOVERNMENT.

Speech by Sir H. A. Blake.

In the Royal Colonial Institute on the 10th April, Sir Hubert E. H. Jerningham, K.C.M.G., read a paper on "Colonial Administration." The paper is referred to in our editorial columns. His Excellency Sir Henry A. Blake, Governor of Hongkong, opened the discussion in the following speech:—

In the first place, I hope I may be permitted to congratulate Sir Hubert Jerningham on his most able paper, and on his interesting review of the general history of Imperial Colonisation, and of the various causes that operated to weaken and ultimately to sever the bonds from the Mother Countries of the Colonies of some European nations. But in considering his paper, I cannot quite follow him where he states that "men born of freedom were bound to educate themselves or subjects to a similar love, and hence to breed in distant settlements a desire for eventual home rule without necessary severance from the parent stem." Apart from the fact, as he has just shown us, that under the contrary system Java has flourished exceedingly, I do not believe there is any Eastern race at present that has any idea of representative government in the form in which we are accustomed to see representative government act in our self-governing Colonies. They appreciate justice and personal freedom, and I have no doubt my Eastern population will be perfectly happy under the just and firm rule of a strong power. In the course of his most interesting paper, Sir Hubert Jerningham advocates, as I rather gather, an extension to the Crown Colonies of the local autonomy that is at present enjoyed by our great self-governing Colonies. Now, I think it would be necessary for us to consider the different conditions of the two sets of Colonies, because, in my brief, I think, divide our Colonies into two classes—the self-governing, with entirely uncontrolled local autonomy and with uncontrolled financial arrangements under which they go into the markets of the world without any guarantee, expressed or implied, by the Imperial Government; and, next, the Crown Colonies, whose finances are ultimately controlled by the Imperial Government with an implied guarantee which enables them to borrow money at a lower rate of interest. For instance, Newfoundland had got into low water and appealed to the Secretary of State to help her. His answer was, "You are a self-governing Colony; with your local autonomy you have your local responsibility, and I decline to interfere." On the other hand, our West India Colonies, from causes entirely beyond their own control, unfortunately found themselves in dire financial straits. We know what has taken place. A Commission was sent out under the able chairmanship of my friend, Sir Henry Norman, and a certain amount of assistance has been given to those Colonies, and I earnestly hope that under existing conditions the motherland of England will be further stretched forth with some help towards Colonies which are unable to protect themselves against the operation of foreign sugar boundaries. I believe the Crown Colonies contain some 8,000,000 of our fellow subjects, and the self-governing Colonies some 12,000,000. Putting aside for the moment the United States, I may say that all the extension of England has taken place within the last century, and some of our greatest Colonies have only sprung practically into existence within the latter part of the last century. We cannot help looking with pride at the development of these Colonies under a system that has given to British subjects the management of their own affairs, with the responsibility I have mentioned. At the present moment the millennium that is following the roll of the British Empire round the world is the Imperial Federation. That is a thing we all long for as a means of securing greater strength. I think if we look to the lists which appear from day to day from South Africa, we are bound to realise that Imperial Federation has not yet been completely and fully in one aspect, and that the most vital, it has come on the field of South Africa, where British men have come from the North, from the South, from the East, and from the West, to fight together, shoulder to shoulder, to uphold the common cause of British Empire, and it did so well, did together under the folds of the Union Jack. But when you follow the question through the financial mazes of an Imperial Zollverein, the question becomes extremely complicated. In fact, the more you look into it, the more difficult you will find it becomes when you come to settle details. As regards the present position of affairs, I think that if the Agents-General of the self-governing Colonies were asked, they would tell you that there is no great Imperial measure undertaken without their being consulted, and without their having a say in the matter. When you come to the question of an extended Parliament, you will find that it is a very big question indeed. Look the map of the world, and consider the difficulties which exist (even with the present means of locomotion), and I think you will find these difficulties so great that they will be the impetus of the subject among us. In one thing I entirely agree: that the rapid communication has done a great deal to lessen the initiative of local administration in Crown Colonies, and at the same time to cast on the Colonial Office an undue burden of reference, brought about probably by nervous administrators, who too often are apt to let "I dare not wait upon I would." I may take it in general terms that Sir Hubert Jerningham advocates an extension of local autonomy to these Crown Colonies, but at the same time I do not think he goes so far as to advocate the abandonment of the financial control which must accompany a surrender of responsibility by the Imperial Government. I have heard from time to time suggestions for the appointment of an Imperial or Colonial Council. Well, a Colonial Council may be all very well, but it seems to me when you come to look into the question that there must be some members who would have less touch with the existing condition of the Colonies. Personally I am impressed with the profound knowledge of the present condition of affairs in the Crown Colonies possessed by the Colonial Office, and with the ability and businesslike way in which matters referred to the Secretary of State are dealt with, and I question whether any Council would be an improvement on the present system. I have had experience myself in Colonial government—in Newfoundland, in the Bahamas, in Jamaica, and in Hongkong, and yet I were only a Council and asked to give my opinion on a matter affecting, say, Barbados, I question if my experience of any of these four Colonies would add to my weight by giving advice as regards a Colony in which the local circumstances are entirely different. Therefore there are difficulties about a Colonial Council, and

just as we have in the mass of precedents that we loosely call the British Constitution a form of government which is on the whole best suited to the genius of the British people, so my opinion is that the present system (under which the Colonial Office has at command the best information, both official and commercial, on any subject relating to any Colony under the Crown Government system) gives, on the whole, better results than would be secured by the introduction of a Colonial Council.

LORD HOPETOUN'S ESTABLISHMENT EXPENDITURE.

Discussion by the Federal Parliament.

Mr. Barton, in moving the second reading of the Governor-General's Establishment Bill, explained the circumstances which necessitated the introduction of the measure. The salary that had been fixed by the Constitution Act for the Governor-General was £10,000 per annum, and it was not to be altered during the term of office. It had always been expected by the framers of the Constitution that some additional payment would have to be made towards the expense of the Governor-General's establishment. This had been mentioned on every platform in Australia.

Mr. Watson (N.S.W.): Nothing of the kind. Mr. Barton: On every platform in New South Wales, and in Victoria.

Mr. Barton went on to say that the matter had been so much discussed that it had almost become a part of the Constitution Bill.

Mr. Mahon (W.A.): Nothing of the kind. Mr. Barton: It was recognised by 15 per cent. of the people of Australia.

Mr. McDonald (Q.): Rubbish! Mr. Barton: continuing said that it was no use trying to get over the fact that the Adelaide estimates were considered to be too small. The Bill had been accepted by the Imperial Parliament and the Governor-General had been appointed. He (Mr. Barton) was now bound to admit that the expenses attaching to the post of Governor-General had been much under-estimated.

If this Bill, providing for £30,000 a year allowance towards the Governor-General's establishment, were carried, THE GOVERNOR-GENERAL WOULD STILL BE OUT OF POCKET.

It must be remembered that New South Wales had passed an Act to provide £3,700 a year towards the Governor-General's expenses.

Mr. Watson: Under a misapprehension. Mr. Barton replied that the head of the New South Wales Government had introduced the Bill, and that it had not been taken advantage of. The Bill had been made retrospective, as it had been impossible to introduce it at an earlier date. The amount would not go to the Governor-General, but would provide for such items as lighting and fuel. Most of these items had previously been borne by the State Governments. If the Bill were not passed, Australia would have a difficulty in obtaining a Governor-General.

The present holder of the office has spent £20,000 on the Royal visit, and if the Bill were passed no claim would be made on this account.

Mr. Sydney Smith (N.S.W.) speaking for the Opposition, said that the Bill ought not to have been introduced at this late date. He would divide the House on it.

Messrs. Watson (N.S.W.), McLean (Vic.), and Willis (N.S.W.) opposed the Bill.

Mr. McDonald (Q.) moved that the Bill be read a second time on May 1st, 1904.

Mr. Barton said that the Bill was introduced at this late date because of the urgent need for it.

Mr. McDonald's amendment was negatively by 24 to 12.

The second reading was agreed to by 35 votes to 14.

In Committee the discussion was of a very dry order. Mr. Barton, after a member of a small minority against the Bill, was called to order.

Finally, Mr. S. Smith (N.S.W.) gave notice of a motion to amend the Bill.

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In Committee the discussion was of a very dry order. Mr. Barton, after a member of a small minority against the Bill, was called to order.

HOW ENGINEERING HAS INFLUENCED POLITICAL ECONOMY.

Economics, for the man in the street, begins with Adam Smith, although one recalls many notable names before his, such as Quesnay, Jean Vincent, De Gournay, Turgot, Jastus Moser, Hume, and others. Smith's "Wealth of Nations" was published in the latter half of the eighteenth century (1776), just before the influence of the engineer and the mechanic was beginning to be felt. The only steam engine mentioned by Smith is Newcomen's, and the cotton trade is only referred to by him once, and that incidentally. Nevertheless, our great manufacturers were then coming to the birth. Between the years 1760 and 1770 Robertuc began to smelt iron by coal, Brindley was cutting canals from Manchester to the sea, Wedgwood discovered the art of making earthenware cheaply and well, Hargreaves invented the spinning jenny, Arkwright perfected the thrum, and applied water-power to turn it, and Watt invented the condensing steam engine. No wonder Smith, with all his intellectual ability, was unable to foresee precisely the way in which social matters would develop. Ever since that time the engineer and the mechanic have been upsetting the calculation both of the philosopher and the practical man. It would be tiresome to go through the entire list of changes, but we may cite a few. It is within the recollection of many of our readers that investments in agricultural land were looked upon as absolutely safe. It was said that the land could not drift away, and that men would always want meat and bread, no matter what changes occurred. But the invention of the steam engine produced a fall of agricultural prices, and the value of land fell. It is only a few years ago that Lord Salisbury advised the critics of his Indian policy to buy larger scale maps, and study the distances of Central Asia. These distances which characterised the past two years have been rendered possible by submarine cables. When a colony was separated from the mother country by a voyage of three months, it was quite impossible to get up a sentiment of enthusiasm between the two. Then the feeling began to be in favour of "cutting the painter" and the other end the union was only maintained by self-interest and the need of protection.—Engineering.

THE SUEZ CANAL.

The Passage of Tank Steamers.

The recent accidents to the tank steamers *Bulgaria* and *Nerée* in the Suez Canal have created some discussion, but the transport of petroleum through the Canal, in many respects unique as a waterway, is an old question, says the *Egyptian Gazette*. Ten years ago it was beginning to come to the front, and at that time British shipowners and the officials of the Suez Canal Company exhibited a great deal of interest in it. When the report by Sir Frederick Abel and Dr. Boverton Redwood on the proposed transport of petroleum in tank steamships through the Suez Canal was written, there were between 60 and 70 petroleum tankers, and of these they said "many carry from 3,000 to 4,000 tons of oil." Now there are three times that number of tankers, and the largest, trading and building are designed to carry from 9,000 to 10,000 tons. In connection with the mercantile marine, nothing can be said to be more certain than that the oil-carrying fleets of the world will be considerably increased in the course of a very few years. A growing demand for crude and refined petroleum, the discovery of new oil fields, and the all round development of the trade will necessitate the building of new tankers. At the present moment there must be nearly a score of these vessels on the stocks in British and American shipyards. It is a new branch of the shipping industry, and one which ought to attract a deal of attention. The tanker has a more expensive and complicated equipment than the ordinary freighter, and this demands the display of engineering and scientific knowledge quite unique among specialist work in the art of shipbuilding. Oil-fired steamers, carrying both cargo and passengers, will also become more numerous during the next four or five years. Oil as a fuel and cargo is one of the most promising liquids of commerce: it has a future that is both interesting and important. There is a certain uneasiness about the transport of petroleum. Some practical men think it constitutes a dangerous cargo. They are mistaken. Still, we think it is in the best interests of this growing trade that the transport of petroleum in bulk through narrow and crowded waterways should be carried on under proper conditions and—in such a manner that, while the owners of oil-carrying vessels will have no cause for complaint, the interests of the communities or companies controlling navigable waterways will have their important interests properly safeguarded. The mishap to the *Bulgaria* and the more serious destruction of the *Nerée* by fire took place in the Suez Canal. This was, geographically, unfortunate; if the accidents had happened anywhere else there would have been no attempts made to draw lessons from them.

This man who borrows money borrows trouble. The man who lends money doesn't need to borrow trouble.

In a provincial contemporary there is a delightful story of some children's theatricals. A party of children were giving a little drama of their own, which contained and wedding played a leading part in the plot. While the play was in progress one of the "grown-ups" went behind the scenes and found a very small girl sitting in the corner.

"Why are you left out?" he asked. "Aren't you off to school?" "Oh, yes, but I can't." "Can't you?" "I've the baby waiting to be burned."

THE SUEZ CANAL.

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To-day's Advertisements.

WANTED.

AN ASSISTANT MATRON for the Hospital for Soldiers' Wives and Children, Queen's Road. Applicants should apply in Person, between 9 a.m. and 1 p.m. daily, at the Station Hospital, Wellington Barracks. Hongkong, June 11, 1902. 1242

WANTED.

GOOD AIRY ROOM for Single Gentleman—Furnished or Unfurnished—in the Neighbourhood of Clock Tower: Stato Terms, etc., to "W. S." Care of "China Mail" Office. Hongkong, June 11, 1902. 1240

DOG LOST.

STRAYED on TUESDAY, 10th June, A Black and White FOX TERRIER, with number on Collar. Finder will be Rewarded by bringing it to Captain A. E. HODGINS, 1 BELLEROS TERRACE. Hongkong, June 11, 1902. 1243

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

THURSDAY, the 19th June, 1902, at 2.30 p.m., at No. 4, SKYMOOR TERRACE, SETMOOR ROAD, the Residence of Capt. J. S. ROACH.

THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE,

Comprising—

CANTON BLACKWOOD CABINET, TABLES, DINING TABLE, CHAIRS, BEDROOM CHAIRS, OVER-MANTEL, LACE CURTAINS, etc.

WARDROBES, WITH GLASS DOORS, TOILET TABLES, WASHSTAND, RATTAN CHAIRS, etc., etc.

Also—

1 COTTAGE PIANO by GEIGER, in Fine Condition.

On View from Wednesday, the 18th June. Catalogue will be issued.

Terms—Cash on delivery.

GEORGE P. LAMBERT, Auctioneer.

Hongkong, June 11, 1902. 1241

SECOND EDITION.

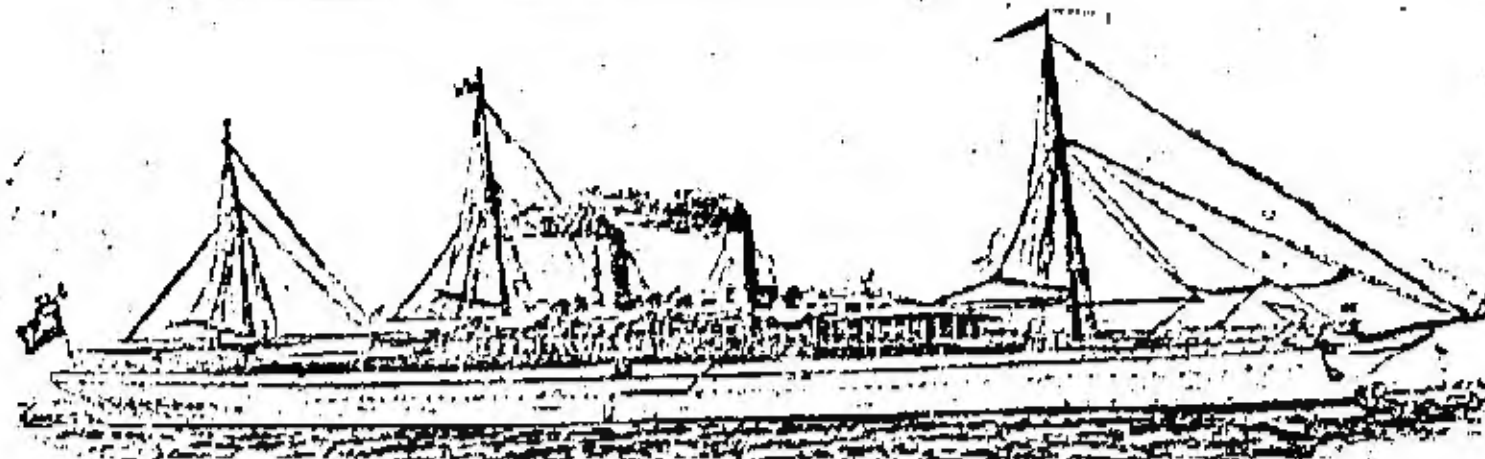
HISTORY OF THE CHURCHES OF INDIA, BURMA, Siam, THE MALAY PENINSULA, CAMBODIA, ANNAM, THIBET, COREA AND JAPAN.

Entered into the Society of the "MISSIONARIES."

(Translated by EDWARD HAYES PALMER and Reprinted from "THE CHINA REVIEW.")

PRICE ONE DOLLAR.

Shipping.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

THE EAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
Callings at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
SAFETY—SPEED—PUNCTUALITY.

Twin Screw Steamships, 6,000 Tons—10,000 Horse power—Speed 19 knots.
Sailing 7 Days across the Pacific.

Proposed sailings from Hongkong.
(Subject to Alteration.)

R.M.S. TARTAR, Comdr. E. BRETHAN, R.N.R. SATURDAY, June 21.
R.M.S. EMPRESS OF INDIA, Comdr. O. P. MARRAS, R.N.R. WEDNESDAY, July 23.
R.M.S. EMPRESS OF JAPAN, Comdr. H. T. B. R.N.R. WEDNESDAY, July 16.
R.M.S. ATLANTIC, Comdr. H. T. B. R.N.R. SATURDAY, July 20.
R.M.S. EMPRESS OF CHINA, Comdr. R. ARCHER, R.N.R. WEDNESDAY, Aug. 6.

THE magnificent TWIN SCREW STEAMSHIPS of this Line pass through the furthest
INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO
VANCOUVER (B.C.) in 12 DAYS, calling THREE DAYS to a WEEK in
the Trans-Pacific journey, and making connection at Vancouver with the
Trans-Pacific Railway, and the CANADIAN PACIFIC RAILWAY, and
PALATIAL (WHEEL) TRAINS OF THE CANADIAN PACIFIC RAILWAY, and
which leave daily, and cross the Continent FROM THE PACIFIC TO THE
ATLANTIC WITHOUT CHANGE. Close competition is made at Montreal,
Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, of which
passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD.
Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.
SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of
China and Japan Governments.

The attractive features of this Company's route enhance its PALATIAL
STEAMSHIPS, second to none in the World, the LUXURIANCE OF ITS
TRANS-CONTINENTAL TRAINS (the Company having received the highest award
from the Chicago World's Exhibition) and the diversity of MAGNIFICENT
MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and
operated by the Company, and their appointments and Cuisine are unequalled.

Special Extra Service.

The Company's Extra Steamship, ATHENIAN, and TARTAR have now been
placed on the Line between CHINA AND JAPAN PORTS AND VANCOUVER, as
additional sailings.

In addition to the excellent First Class Passenger accommodation, the
ATHENIAN takes 2nd and 3rd Class Passengers with accommodation throughout the Pacific,
and also Stevedores. The TARTAR takes 2nd Class and Stevedores only.
The run is usually made between YOKOHAMA AND VANCOUVER in 14 Days.
For further information, Maps, Guides, Books, Rates of Freight and Passage,
apply to

D. E. BROWN, General Agent,
PEDDER STREET.

Hongkong, June 5, 1902.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,
LONDON, Oporto, LISBON, LIVERPOOL, GLASGOW, TRINITY, GENOA, PORTO IN
LEVANTE; BLACK SEA and Baltic Ports (North and South American Ports).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR HAVRE, BREMEN AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. Sueden, Capt. Dohse, 18th June, 1902 Freight.

FOR MARSEILLES, HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

S.S. Sueden, Capt. Dohse, 1st July, 1902 Freight and passengers.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. Sueden, Capt. Dohse, 15th July, 1902 Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

S.S. Sueden, Capt. Dohse, 30th July, 1902 Freight and passengers.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. Sueden, Capt. Dohse, 14th August, 1902 Freight.

For further particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
Queen's Buildings, No. 1.

PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOI, KOBE & YOKOHAMA; FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH THE

OREGON RAILROAD & NAVIGATION CO.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian
and United States Ports. For through rates of Freight and further information,
communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.

Hongkong, 7th June, 1902.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers.	Tons.	Captain.	Hongkong.
INDRABHAMA	4,899	W. E. Crahan, R.N.R.	June 14, 1902
INDRABHAMA	4,899	A. E. Hallingworth	July 11, 1902
INDRABHAMA	4,899	A. E. Hallingworth	August 14, 1902

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian
and United States Ports. For through rates of Freight and further information,
communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.

Hongkong, 7th June, 1902.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the
United States, Canada and Europe, in connection with the GREAT NORTHERN RAIL-
WAY and ATLANTIC STEAMERS.

For further information as to Freight, Passage, Sailings, Etc., apply at the Com-
pany's local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. Mihara, Manager.

Hongkong, June 9, 1902.

Shipping.

OCEAN STEAMSHIP COMPANY

OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW AND LIVERPOOL	HEMLOCK	14th June.
GLASGOW AND LIVERPOOL	SARFORD	18th June.
GLASGOW AND LIVERPOOL	ALAN	27th June.
GLASGOW AND LIVERPOOL	UNION	5th July.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON	STENTOR	1st July.
LONDON	ALCANTARA	5th July.

For Freight, apply to

BUTTERFIELD & SWIRE.

Hongkong, June 10, 1902. Agents, O. S. S. Co.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI AND CHINKIANG	WANGHWA	12th June.
SWATOW AND SHANGHAI	HANGYANG	14th June.
CEBU AND ILOILO	KALINGA	24th June.
PORT DARWIN, THURSDAY IS- LAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE.	CHINGSHU	26th June.

* The attention of Passengers is directed to the Superior Accommodation offered
by these Steamers, which are fitted throughout with Electric Light. A duly qualified
Surgeon is carried.

* Taking Cargo and Passengers at through rates for New Zealand Ports.

* Taking Cargo on this bill of lading to all Yangtze and Northern China Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Hongkong, June 11, 1902.

AGENTS.

IMPERIAL GERMAN MAIL LINE

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID

MAFLES, GENOA, ANTWERP, BREMEN/HAMBURG.

POINTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON

AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT AND DEPART FOR SOUTHAMPTON TO LAND

PASSENGERS AND CARGO.

N.B.—Cargo can be taken on THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES

IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers. Sailing Dates.

PREUSSEN, 12th June. THURSDAY, 12th June.

HAMBURG, 14th June. THURSDAY, 14th June.

PRINZ HEINRICH, 16th June. THURSDAY, 16th June.

SACHSE, 18th June. THURSDAY, 18th June.

KLAUSSTADT, 20th June. THURSDAY, 20th June.

BAVARN, 22nd June. THURSDAY, 22nd June.

KONIG ALBERT, 24th June. THURSDAY, 24th June.

PRINZESS HELENE, 26th June. THURSDAY, 26th June.

DARMSTADT, 28th June. THURSDAY, 28th June.

PREUSSEN, 30th June. THURSDAY, 30th June.

* Steamers of the Hamburg-Amerika Linie.

ON THURSDAY, the 12th day of June, 1902, at Noon, the Steamship

PREUSSEN, of the Norddeutscher Lloyd, Capt. E. PRAHN

with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above,

Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on THURSDAY, the 10th June, Cargo

and Specie will be received on Board until 5 p.m. on WEDNESDAY, the 11th June, and

Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 11th June.

* Contents of Packages are required. No Parcel Receipts will be signed for less than

\$2.50 and Parcels should not exceed Two Feet Cubic Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewards.

Lines can be washed on board.

Norddeutscher Lloyd.

For further particulars, apply to

Melchers & Co., Agents.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG,

Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Steamer. Tons. Captain. Proposed Sailing.

Olympia, 2837 J. Traubridge June 28, 1902

Albatross, 3750 G. E. Warner July 12, 1902

Albatross, 3750 J. S. Cox Aug. 2, 1902

Albatross, 3750 J. S. Cox Aug. 9, 1902

THE attention of passengers is directed to the very cheap rates offered by this Line

TO THE PACIFIC COAST AND THE INTERIOR AND EASTERN CITIES OF THE

UNITED STATES AND TO EUROPE.

HONGKONG TO LONDON, £22.

Excellent accommodation. First class Table, Doctor and STEWARDESSE carried.

Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL

LINE.

HONGKONG TO NEW YORK, £28.

The Railroad travelling is second to none on the American Continent; two trans-
continental trains daily from Tacoma. Dining Car is attached to trans-continental train

and night; Tacoma to New York in 4 1/2 days. Magnificent Scenery of the Rocky
and Cascade Mountains. The Yellowstone National Park route.

HONGKONG TO VICTORIA, TACOMA, £23.

The best route to the Klamath Gold Fields. Frequent sailings from Victoria,
Tacoma to Dyke and St. Michael.

Rates of Passage to other Ports on application.

Special rates allowed to members of Government Services.

For further information as to Passage or Freight, apply to

Dodwell & Co., Limited, General Agents.

Hongkong, May 13, 1902.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

For

TAMSUU VIA SWATOW

AND AMOY.

FOOCHOW VIA SWATOW

AND AMOY.

TAMSUU VIA SWATOW

AND AMOY.

ANPING VIA SWATOW

AND AMOY.

The Co.'s new Steamers are specially designed for the coast trade of South

China and Formosa, and are fitted with all modern improvements. Excellent accom-

modation is provided for first class passengers, and a duly qualified Doctor is carried.

All Steamers carry the Imperial Japanese Mail, subject to periodical inspection

by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises

at Tamsui to land all passengers and cargo.

OSAKA SHOSEN KAISHA.

For Freight, Passage and further information apply to

THE MITSUI BUSSAN KAISEI.

AGENTS.

Hongkong, June 11, 1902.

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the TE.

NAME	STEAMSHIP	CAPTAIN	DATE.
YMA Via SHAL.	MOJI and KOBE.	A. F. STREET.	About 11th June.
LONDON	YMA	G. W. GORDON, R.N.R.	13th June.
SHANGHAI	Bangal.	A. L. VALENTINI.	About 20th June.
LONDON, etc.	China	C. L. DANIEL.	21st June.

* Calling at PENANG and COLOMBO if sufficient inducement offers.

* New Special Advertisement.

* For Freight only.

For Freight or passage, and further Particulars, apply to

E. A. HEWETT, Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, June 10, 1902.

THE CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

PROPOSED SAILINGS FROM HONGKONG.

FOR	STEAMERS	TO SAIL
SHAL, NAGASAKI, KOBE & YOKOHAMA	DOUPACK	16th June.
LIVERPOOL	YANGTSE	About 21st June.

For Freight and further information, apply to

DODWELL & CO., LD., Agents.

Hongkong, June 11, 1902.

863

IMPERIAL GERMAN MAIL LINE

FOR SHANGHAI, NAGASAKI,

HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

PRINZ HEINRICH.

R. Henrichs, Capt. will leave the outward

German Mail about the 12th inst. will leave

for the above places about 21 hours after

arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & Co., Agents.

Hongkong, June 3, 1902.

1223

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

(FOR MANILA DIRECT.)

THE Company's Steamship

LOKASSANG.

Captain W. B. will be despatched as

above on THURSDAY, the 12th inst.,

at 4.30 p.m.

This Steamer has superior Accommodation

for First-class Passengers, is fitted

throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, June 3, 1902.

1195

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE

AND YOKOHAMA.

THE Co.'s Steamship

SYDNEY.

Captain DEBIE, will be despatched for

the above Ports on or about SATUR-

DAY, the 14th inst.

G. DE CHAMPEAUX,

Agent.

Hongkong, June 4th, 1902.

1216

AUSTRIAN LLOYD'S
STEAM NAVIGATION COMPANY.

STEAM FOR

YOKOHAMA AND KOBE.

THE Company's Steamship

MAHIA VALERIE.

Captain DEBIE, will leave for the above

places on SUNDAY, the 15th June, at

Daylight.

This Steamer has Capital Accommoda-

tion for Passengers. Electric Light, and

carries a Doctor.

For Freight or Passage, apply to

SANDER, WIELER & Co.,

Agents.

Hongkong, June 9, 1902.

1222

INDO-CHINA STEAM NAVIGATION

Vessels Advertised as Loading.

Vessels Advertised as Loading.

Agents. — *Disc of Loveless.*

Butterfield & Swire June 20.
Carlewitz & Co. June 11, at 10 a.m.
Melchers & Co. June 12, at noon.
Melchers & Co. June 24.
Hamburg-Am'ka Linie June 18.
Hamburg-Am'ka Linie July 1.
Hamburg-Am'ka Linie July 30.
Butterfield & Swire June 24.
Butterfield & Swire June 13.
Doddwell & Co. Ltd. About June 21.
Butterfield & Swire July 1.
Butterfield & Swire July 8.
P. & O. S. N. Co. June 21, at noon.
P. & O. S. N. Co. June 14, at noon.
Kampan W. S. S. June 14, Daylight.
Messageries Maritimes June 14.
Shevan, Tomes & Co. June 14, at 4 p.m.
Jardine, Matheson & Co. June 12, 4.30 p.m.
Jardine, Matheson & Co. June 17, 4.30 p.m.
Mitsui Bussan Kaisha, June 21, at noon.
Doddwell & Co. Limited About June 17.
Doddwell & Co. Limited About July 2.
Shevan, Tomes & Co. June 20.
P. & O. S. N. Co. About June 20.
Butterfield & Swire June 12, Daylight.
Messageries Maritimes About June 14.
Doddwell & Co. Limited About June 17.
Portland & A. S. Co. June 14.
D. Sassoon, Sons & Co. June 14, at 3 p.m.
Sander, Wiener & Co. June 14.
Mitsui Bussan Kaisha, June 25.
Mitsui Bussan Kaisha, June 18.
Mitsui Bussan Kaisha, June 22.
Mitsui Bussan Kaisha, June 15.
Butterfield & Swire June 14.
Gibb, Livingston & Co. June 25, at noon.
Canadian Pacific Co. June 21.
Canadian Pacific Co. June 23.
Canadian Pacific Co. July 15.
Doddwell & Co. Limited June 28.
Doddwell & Co. Limited July 12.

QUOTATIONS.

1902.

Value.	Paid. up.	Closing Quotations, Cash.
\$ 125	all	\$597½, sellers
\$ 10	£ 8	London, £83
\$ 10	£ 8	\$27, buyers
\$ 10	£ 8	\$27, buyers
\$ 250	£ 1	\$10, sellers
\$ 250	\$ 50	\$117½, sellers
\$ 83.33	\$ 25	\$65, sales & sellers
\$ 100	\$ 25	Tls. 181, buyers
\$ 100	\$ 20	in liquidation
\$ 250	\$ 50	\$387½, sales
\$ 100	\$ 60	\$120, buyers
\$ 100	\$ 20	\$80, sellers
\$ 250	\$ 50	\$330, buyers
\$ 50	all	\$230
\$ 50	\$ 25	\$46, buyers

Tls. 100	Tls. 100	Tls. 257	sales
\$ 50	\$ 50	\$ 37	sales & sellers
\$ 50	\$ 5		nominal
\$ 50		\$ 46	all
\$ 15	\$ 15	\$ 38	sellers
\$ 10	\$ 10	\$ 128	sellers
\$ 10	\$ 10	\$ 112	buyers

£	10	£	5	£	25
£	10	£	10	320, sellers	
£	10	£	5	311, sellers	
£	1	£	1	£2, sellers	
Tls.	100	Tls	100	Tls. 200, sales	
Tls.	50	Tls	50	Tls. 175, sales	
Tls.	100	Tls	100	Tls. 135, sales	
Tls.	100	Tls	100	Tls. 135, sales	
£	100	£	100	£115, sales	

\$ 100	\$100	\$20, sellers
Tls. 50	Tls. 50	Tls. 77
\$ 50	\$100	\$87
Tls. 100	Tls. 100	Tls. 300, sales
\$ 100	100	\$177½
Tls. 50	Tls. 50	Tls. 117½, sales
\$ 50	\$ 30	\$30, sellers
Tls. 25	Tls. 25	Tls. 18½

\$	50	\$	50	\$50, sellers
\$	100	all	\$330, buyers	
\$	5	all	\$1, sellers	
\$	10	all	\$5, sellers	
\$	1	all	\$1.23, sellers	
Fca.	250	all	\$900, sellers	
25 cents	25	all	\$3, sellers	
\$	1	all	Nom.	
\$	5	\$	43	
\$	50	all	\$138, sellers	
\$	50	\$	60	
\$	100	\$	125	
\$	100	\$	100	
\$	10	all	\$144, sellers	
\$	10	all	\$64, sellers	

10	all	\$140, buyers
Ths. 50	Ths. 50	Ths. 120
5	10	\$ 814, sellers
5	10	\$ 6 867, sellers
5	10	\$ 10 821, sellers
5	50	\$ 50 825, sellers
E-12/6	12 1/2	\$1, buyers
5	10	\$ 4 39, sales
=	10	\$ 1 8200, sellers
5	50	\$ 5 840
5	10	\$ 7 881, buyers

25	all	\$240, buyers
20	P. 20	Tls. 340
3	\$ 5	\$1
50	all	\$140
10	\$ 10	\$17, sellers
Tls. 100	Tls. 100	Tls. 45, sellers
Tls. 100	Tls. 100	Tls. 35
Tls. 100	Tls. 100	Tls. 45, sellers
Tls. 500	Tls. 500	Tls. 150
20	\$ 10	\$2.75
20	\$ 15	\$25, sellers
20	\$ 20	\$21, buyers

10	\$1	\$21,	buyers
10	\$	10	\$64
50	\$	50	\$57, sellers
500	\$	500	\$590, Nom.

	Interest.	Quotation.
50Y % p. annum	10 % prem.	
GON AND SMITH, Share-brokers.		

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